



Chula Vista Pavement Management

❖ January 2006: Award of new Pavement Management Contract

- All public streets inspected March – June for distresses such as cracking, depressions, trench failure, surface weathering
- Pavement Condition Index (PCI) established for each street. Range is 13 to 100 with a citywide average of 79 (good)

❖ April 2007: Council Workshop on Pavement Management

- Council resolution supporting the continued implementation of the Pavement Management System (PMS)
- PMS supports the application of the right treatment at the right time to maintain a good overall pavement condition citywide, not the “worst first” strategy
- Reconstructing a deteriorated street can cost up to twenty times as much as applying a preventive maintenance treatment (such as a seal) on streets in fair to good condition (see back of page)

❖ Current Pavement Capital Improvement Projects – Several Strategies

- Gasoline excise tax and general fund revenues used for in-house maintenance such as crack filling, pothole repairs
- Pavement Rehabilitation funding: Transnet (1/2 % regional sales tax), Gasoline Sales Tax, State Proposition 1B bonds, Federal (ARRA) funds
- Rubberized slurry seals (REAS) for local/ residential streets in fair to good condition (STL335E – \$1.5 million)
- Chip seals for collectors/ arterials in good to fair condition (STL335D – \$2.5 million)
- Trial scrub seal program for streets in poor condition (STL340D – \$1.6 million, in construction)
- Overlays for streets in fair to poor condition, includes Main Street, south Broadway, F Street and Maxwell Road (STL335B – \$3.6 million)
- Overlays on Federal-aid highways (arterials and collectors) in fair to poor condition (STM366 – \$2.6 million)
- Reconstruction and drainage improvements on Broadway between C street and D Street (STM354 – \$3.7 million)

For more information on pavement management, see our web site:

<http://www.chulavistaca.gov/goto/pavementmanagement>

